

FrontRunner Development Strategy

Building On the Assets We Have

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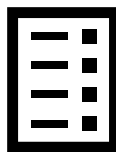
Service Objectives for FrontRunner



Faster trains



Adding trains
during peak
periods



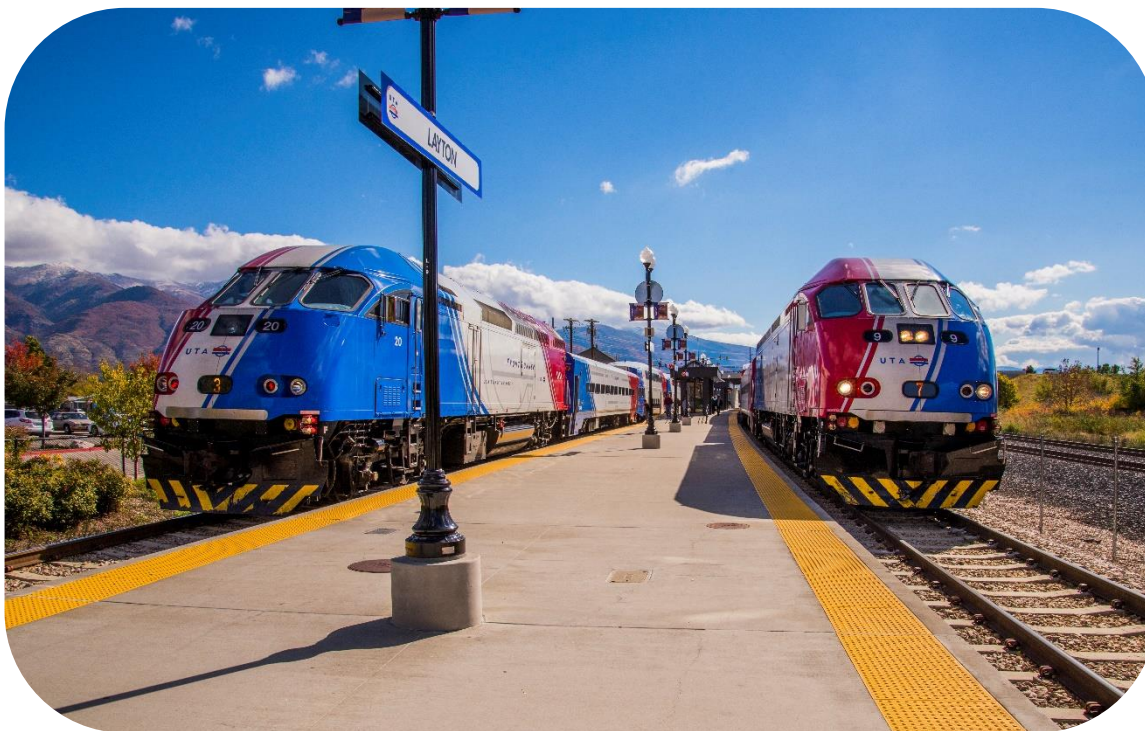
Frequent
service



Increase
capacity



Allow skip-
stop
operations



Regional Objectives for FrontRunner Service



Provide additional options to connect jobs and employees



Increase ridership of FrontRunner and overall transit system



Support real estate and economic development



Reduce congestion on the I-15 corridor



Improve air quality



Enhance safety at grade crossings



Consider as backbone to future passenger rail



Vision

- ❑ Conceptual framework that guides the approach to preparing a strategy and work program for growing FrontRunner capacity
- ❑ High-level synopsis of the overall program, based on the business plan
- ❑ Useful for communicating what UTA and project partners are seeking to accomplish to grow the capacity and reliability of FrontRunner



FrontRunner Next Steps Professional Services Strategy

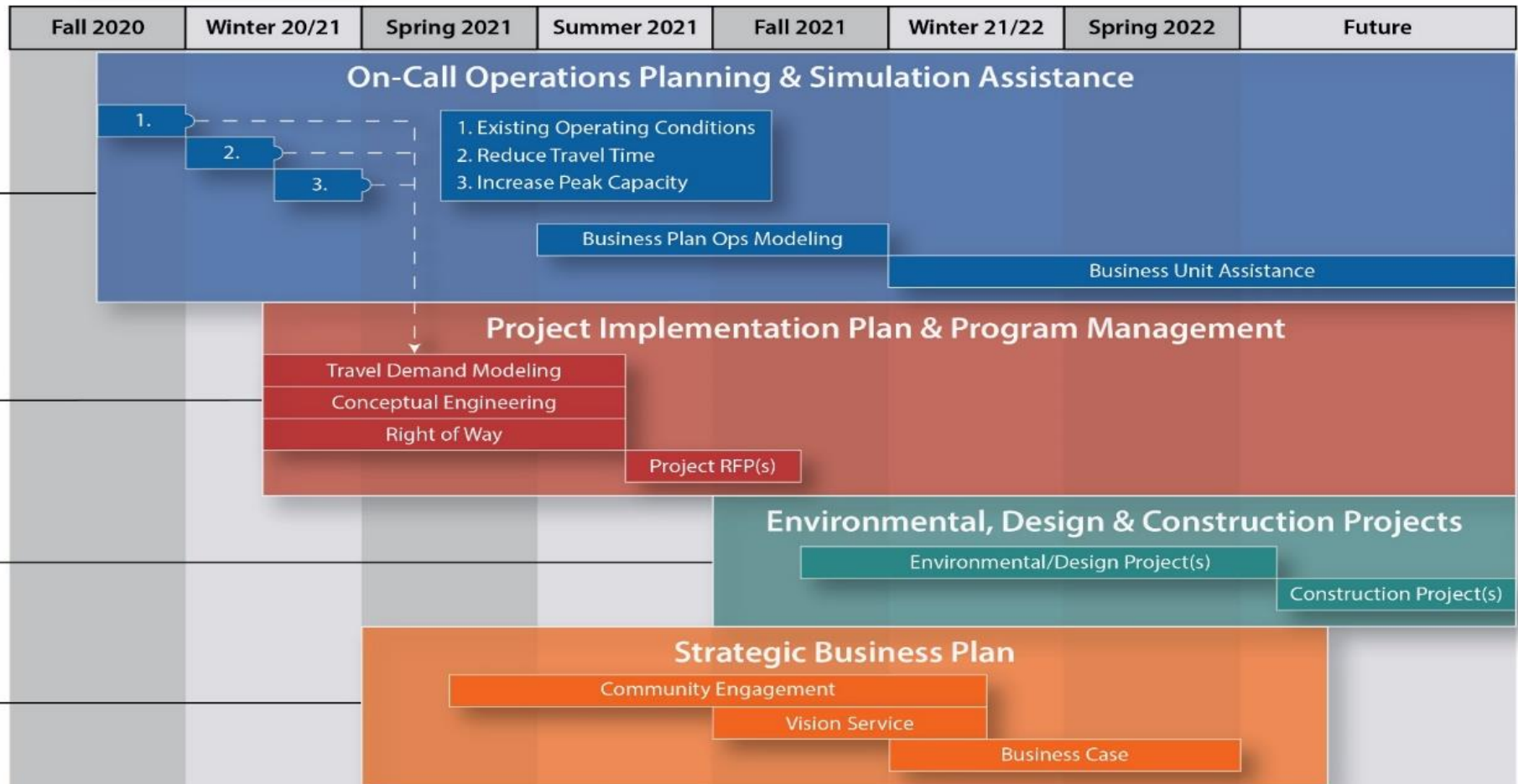
- ❑ Multifaceted development strategy for FrontRunner
 - ❑ FR Next Steps Program Management & Strategic Business Plan
 - ❑ On-Call Operations Planning & Simulation Assistance
 - ❑ Project Implementation Plan
 - ❑ Environmental, Design & Construction Projects

FrontRunner Next Steps



Service Development
Office

FrontRunner Business Unit



Potential Phased Investment Approach 2020-2030

(Final approach will be determined by the
FrontRunner Next Steps Professional Services
Strategy)



FrontRunner Investment Option (To be further evaluated)

❑ Phase 1 - Peak Limited-Stop Trains from Ogden to Salt Lake City

- 15-Minute Service during peak periods
- Improved reliability throughout system
- 10-15 miles of double-tracking
- Smart grade crossings to reduce delays
- Faster travel times on limited-stop trains

❑ **\$210 M to \$280 M**

❑ Phase 2 – Additional Peak Trains from Provo to Salt Lake City

- 15-Minute Service during peak periods throughout system
- Additional miles of double-tracking
- More seating capacity
- Reduction in delays

❑ **\$120 M to \$160 M**

❑ Phase 3 - Warm Springs Facility Expansion and Relocation Mainline Track

- Track improvements of mainline to improve speeds
- Expanded capacity for maintenance facility

❑ **\$50 M to 70 M**



Investment Option (To be further evaluated)

❑ Potential Improvements That Could Be Added To Any Phase

❑ *Expand Capacity of Each Train Set and All Station Platforms to Five Cars*

❑ \$80 M to \$110 M

❑ *Improved Track Switches*

❑ \$50 M to \$70 M

❑ *Ogden Small Maintenance Facility*

❑ \$20 M to \$30 M

❑ *Provo Small Maintenance Facility*

❑ \$20 M to \$30 M

❑ *Station Parking Structure for Each Key Park and Ride*

❑ \$80 M to \$110 M



Next Steps

- ❑ UTA working on final steps to procure On-Call Operations Planning & Simulation Assistance consultant
 - ❑ Three areas will be evaluated
 - ❑ Potential improvements to existing service
 - ❑ Options to reduce travel time
 - ❑ Options to increase peak capacity
- ❑ UTA will go out to bid for FR Next Steps Program Management & Strategic Business Plan consultant early next year



Thank You

